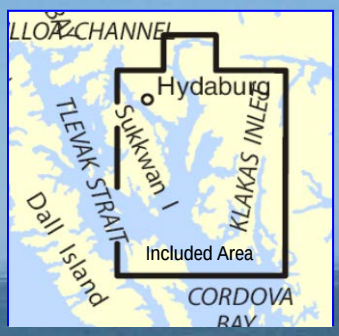
BookletChart™

North End of Cordova Bay and Hetta Inlet

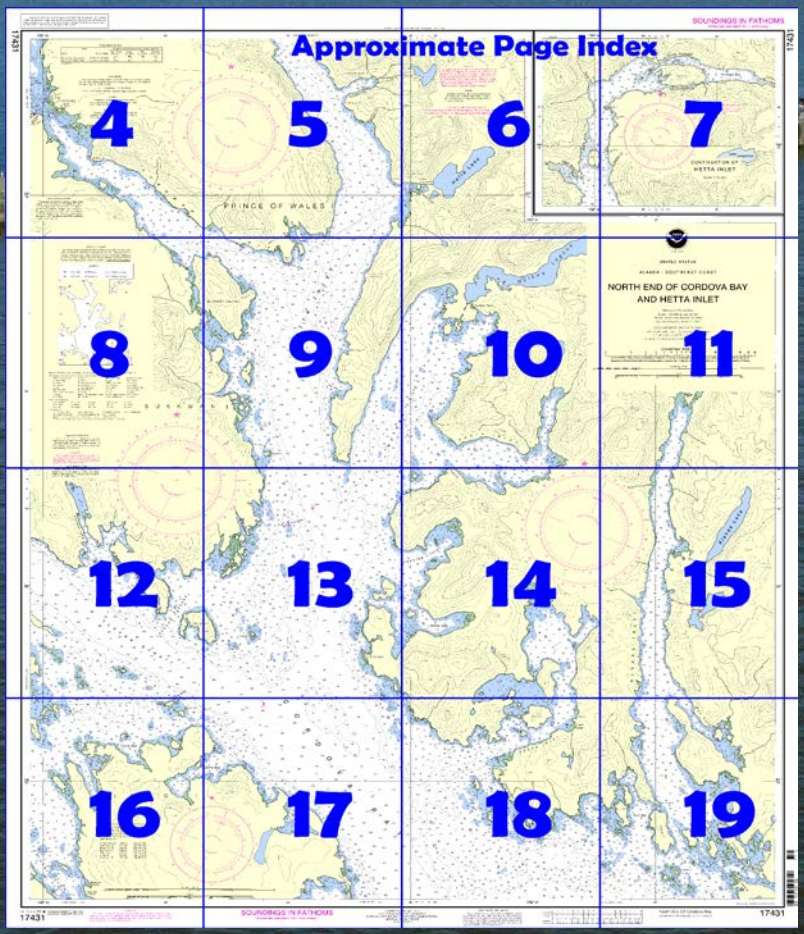
NOAA Chart 17431

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

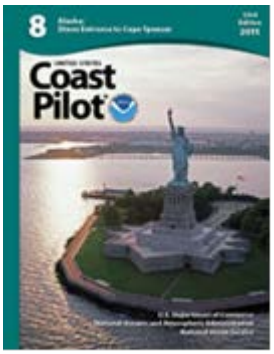
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17431.



(Selected Excerpts from Coast Pilot)
Klakas Inlet joins Cordova Bay W of the entrance to Hunter Bay. The inlet is about 1 mile wide, 12 miles long, and 20 to 100 fathoms deep in midchannel. **Max Cove** (54°57.4'N., 132°24.3'W.), about 2.5 miles above the entrance on the E side, offers good anchorage for small craft near the SE end in 8 fathoms. The main entrance to Klakas Inlet is E of **Klakas Island**; the deepest water favors the W side of the entrance. Local fishermen use **Ruth Cutoff**, the narrow pass N of Klakas Island that has a controlling depth of 1¾ fathoms and extends from Ruth Bay to Klakas Inlet.
Good anchorage in a depth of about 16 fathoms can be found E of a small wooded island about 1.5 miles ENE of the N end of Klakas Island. A rock that uncovers 3 feet is about 0.2 mile SW of the small island.
Bird Rocks, about 1.3 miles SW of Klakas Island, have a gray appearance with a rounded white pinnacle that forms the highest point.
Shipwreck Point (54°53.8'N., 132°29.5'W.), 2.5 miles W of Klakas Island, is low and timbered, and rises to a knob 605 feet high. **Barbara Rock**, a low rocky islet, is about 300 yards off the point. An island, about 160 feet high, is close-to and W from this point.
Ship Islands, 50 to 120 feet high, with outlying rocks and ledges, are about 0.5 mile offshore, W of Shipwreck Point. Small craft from Turn Point pass N of Bird Rocks and between Shipwreck Point and the island close-to. The narrow channel has a submerged rock. The pass to the W of the inner island is preferable; avoid the rock in the middle of the entrance.
Kassa Inlet, just N of the northernmost of the Ship Island group, has an entrance about 0.8 mile wide. Good anchorage for small craft is available at **Clam Cove** and several places in the upper reaches. A mooring buoy is about in the middle of the entrance to Clam Cove.
Point Webster, about 6 miles NW of Shipwreck Point, is a small projection where the E shore of Cordova Bay changes direction. Near the point are a number of outlying rocks and reefs, and this shore should be given a berth of 0.5 mile.
Elbow Bay (54°54.5'N., 132°39.4'W.), on the W side of Cordova Bay, indents the NE side of Long Island and is partially protected by two wooded islands, connected at low water in the entrance. Good anchorage for small vessels can be had in the SE arm in 13 fathoms, mud bottom. The anchorage is about 250 yards wide. A large lagoon extends S from the W end of the bay, where it is connected by a narrow rocky channel. Rapids make this channel impassable except at high water.
To enter Elbow Bay, pass in midchannel SE of the wooded islets in the entrance and avoid the reefs making off to S of the islets. The submerged rock in the middle of the bay can be passed on either side; the W side has the best water.
Dova Bay, on the N side of Long Island, about 2 miles NW of Elbow Bay, appears to be well protected at its head, but because of the configuration of the surrounding hills, SE and NW winds draw across it with considerable force. The shores are lined with small islets and rocks.
Tlevak Strait, described later in this chapter, has its entrance on the W shore of Cordova Bay between Long Island and Jackson Island.
Shoe Rock (54°56.9'N., 132°44.1'W.), about 15 feet high, is about 160 yards NNE of the most easterly island of a group of small islands at the junction of Tlevak Strait and Cordova Bay.
Jackson Island, about 1.8 mile N of Shoe Rock and close SE of the S end of Sukkwan Island, has prominent cliffs on its S side. About 300 yards SW of these cliffs are two dangerous rocks that bare only on minus tides.
The channel between Jackson and Lacey Islands, to the E, is partially obstructed by **Triplet Rocks**. The most prominent rock of this group uncovers 10 feet. **Jackson Passage**, the channel W of Jackson Island, is clear in midchannel.
Lacey Island, about 0.9 mile E of the SE end of Jackson Island, comprises three small wooded knolls close together and joined by the bare spits. Foul ground extends up to 0.2 mile from the island.
Mellen Rock is a bare rock about 0.8 mile off the W shore of Cordova Bay and about 3 miles to the NE of Jackson Island. **Mellen Rock Light** (55°01'36"N., 132°39'58"W.), 32 feet above the water, is shown from a pole with a red and white diamond-shaped daymark on the rock.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 20/04
Corrected through LNM Mar. 2/04

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been observed on Gould Island in Hetta Inlet.

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.257" southward and 5.965" southward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

Mercator Projection
Scale 1:40,000 at Lat. 55°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.
2598

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	Gp group	N nun	Rot rotating
B black	IQ interrupted quick	OBSC obscured	s seconds
Bn beacon	Iso isophase (E Int)	Oc occulting	SEC sector
C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphone	M nautical mile	Q quick	VQ very quick
E Int equal interval (iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscelloneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

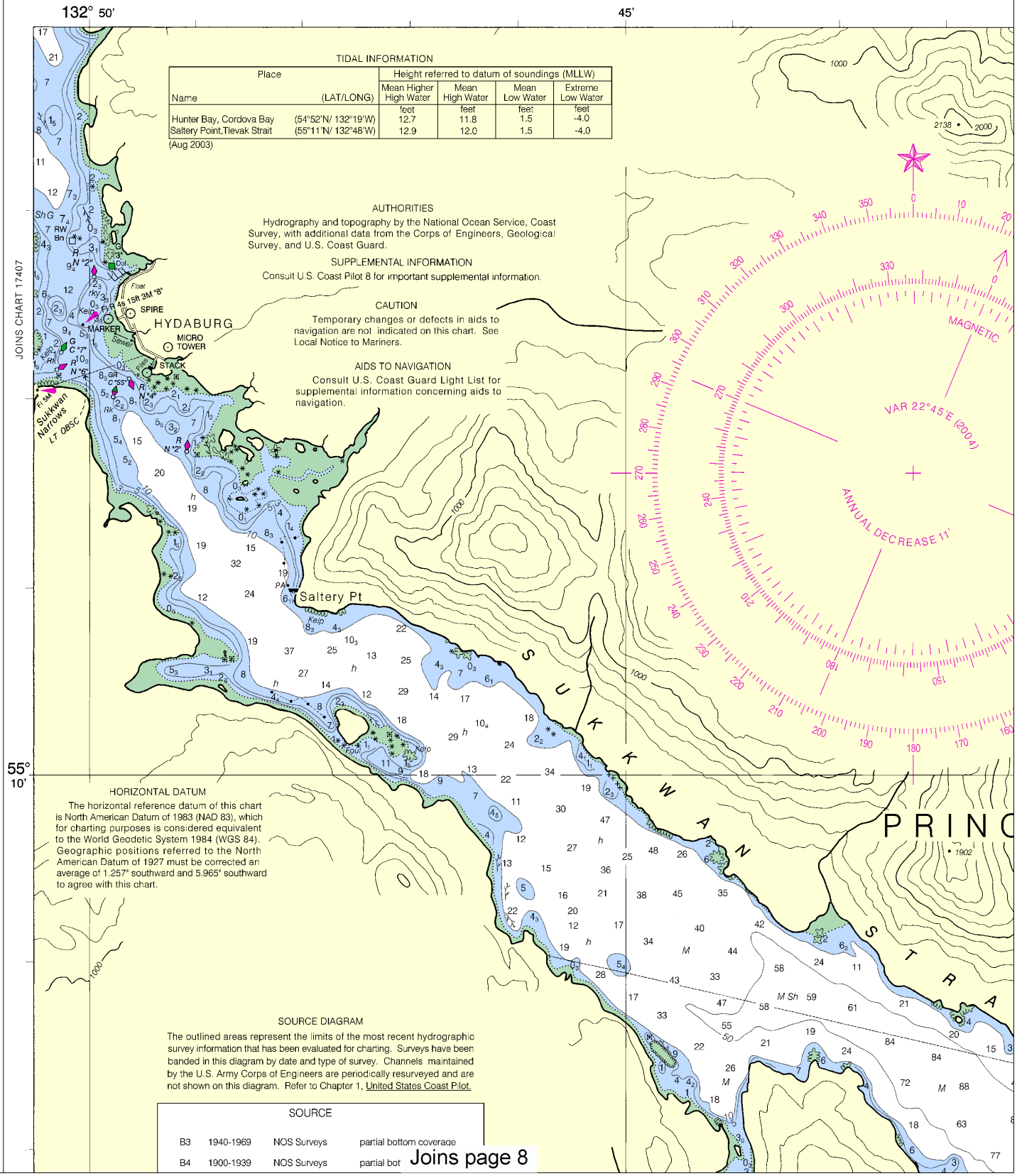
TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Hunter Bay, Cordova Bay	(54°52'N/ 132°19'W)	12.7	11.8	1.5	-4.0
Saltery Point,Tlevak Strait	(55°11'N/ 132°48'W)	12.9	12.0	1.5	-4.0

(Aug 2003)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17431



4

Note: Chart grid lines are aligned with true north.

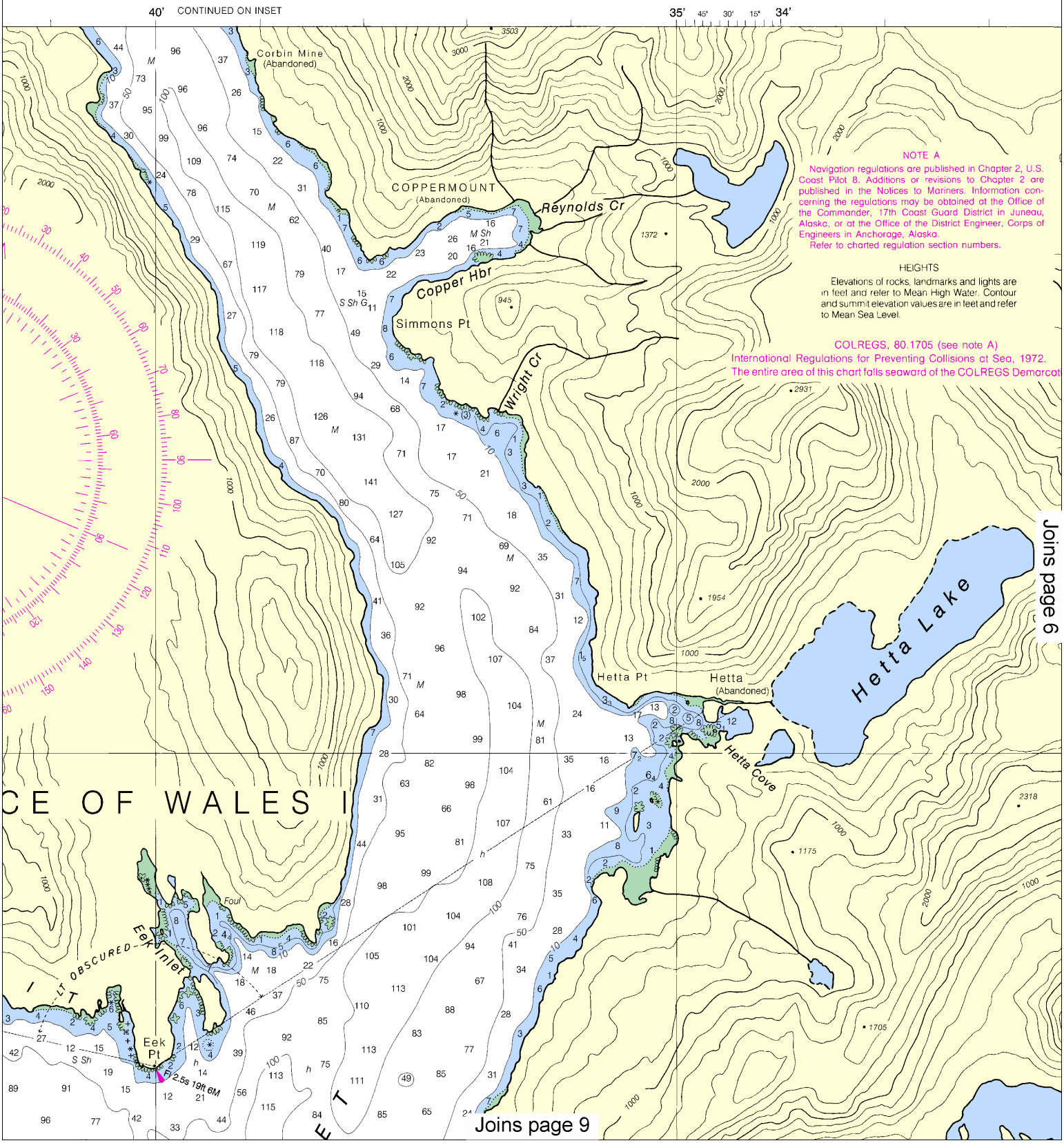
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

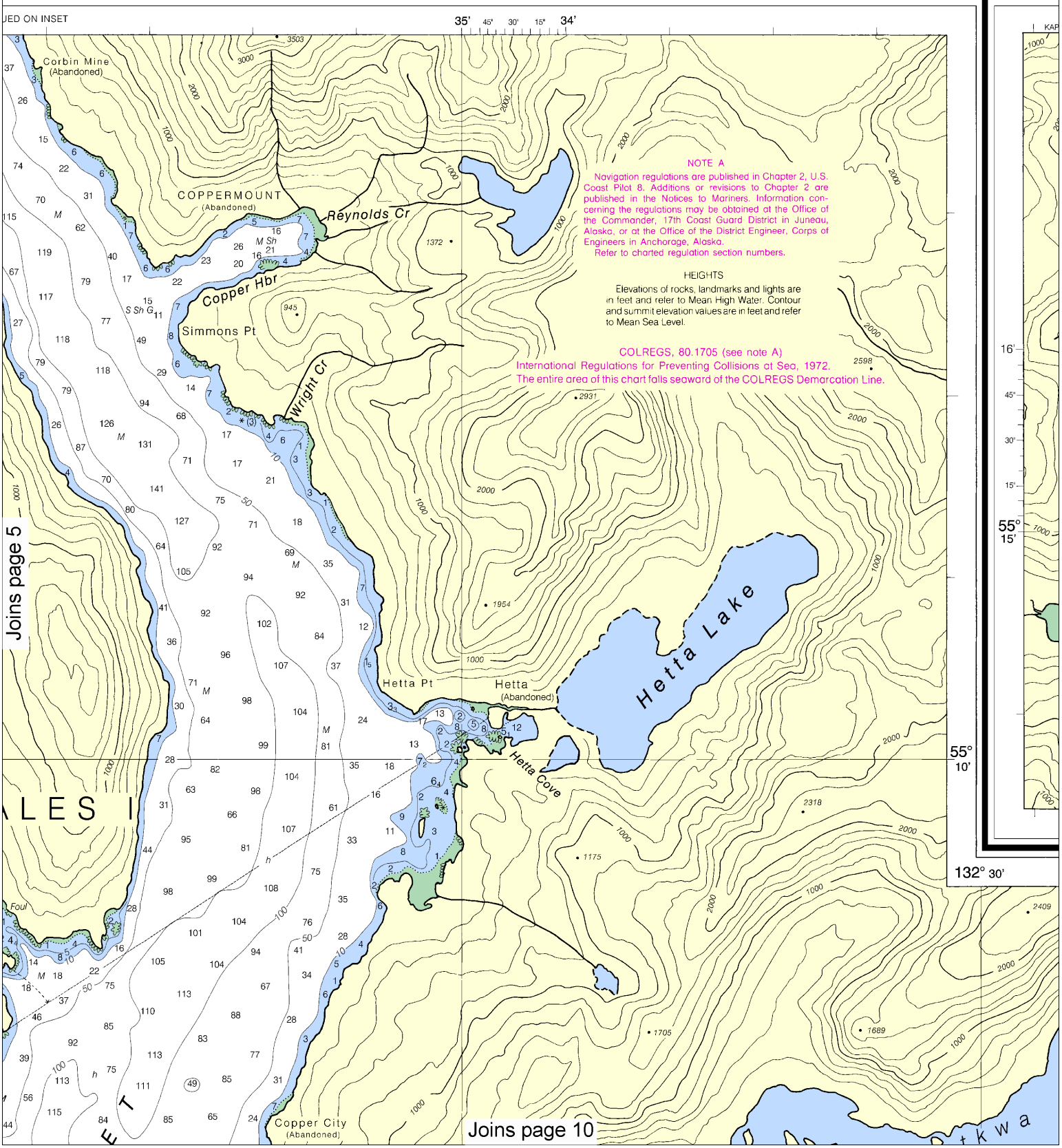
See Note on page 5.

Formerly C&GS 8147, 1st Ed., May 1924 D-1956-905 KAPP 2749



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8147, 1st Ed., May 1924 D-1956-905 KAPP 2749



Joins page 5

Note: Chart grid lines are aligned with true north.

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Nautical Miles: 1 ½ 0 1 2 3

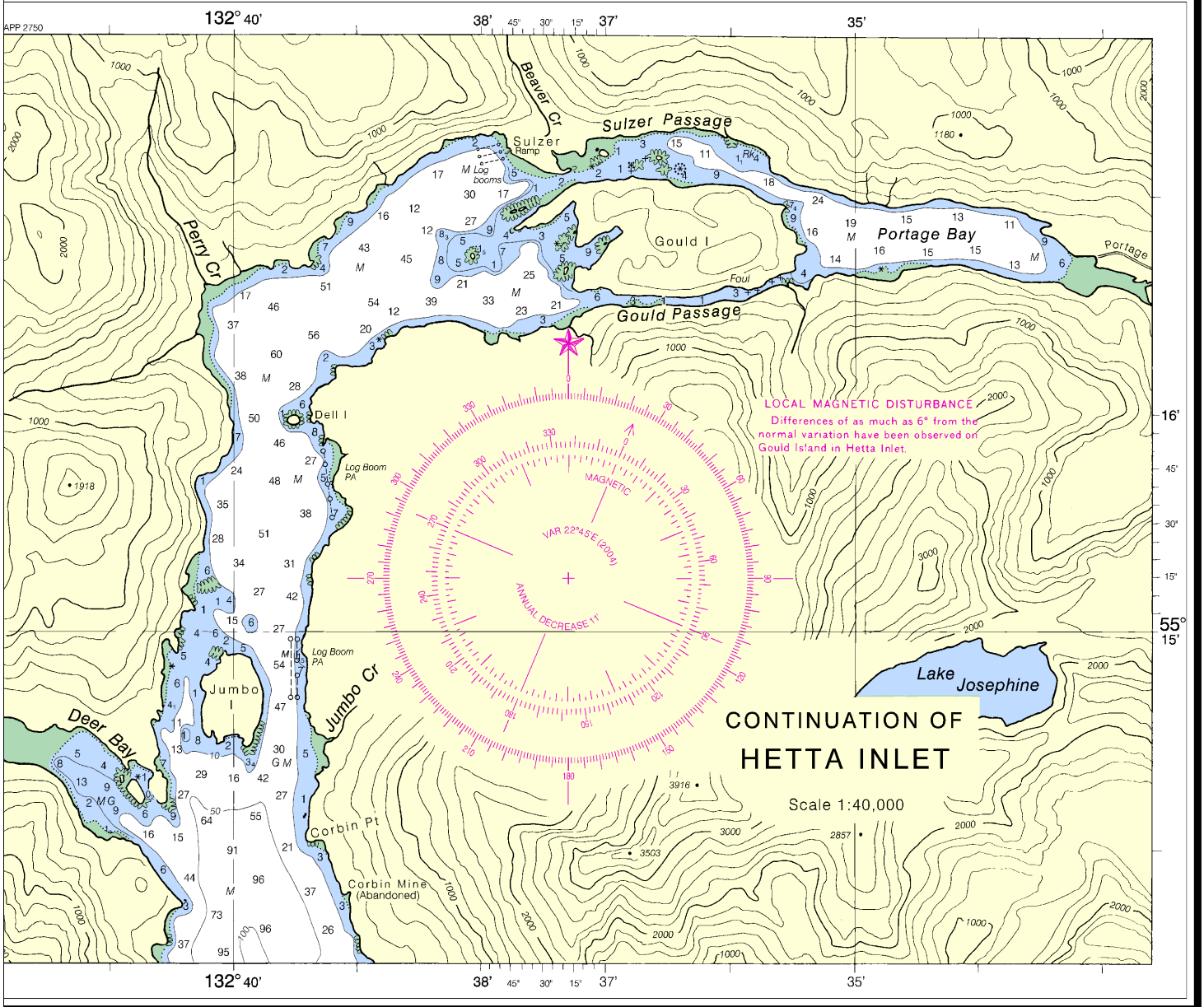
Yards: 1000 0 1000 2000 3000 4000 5000

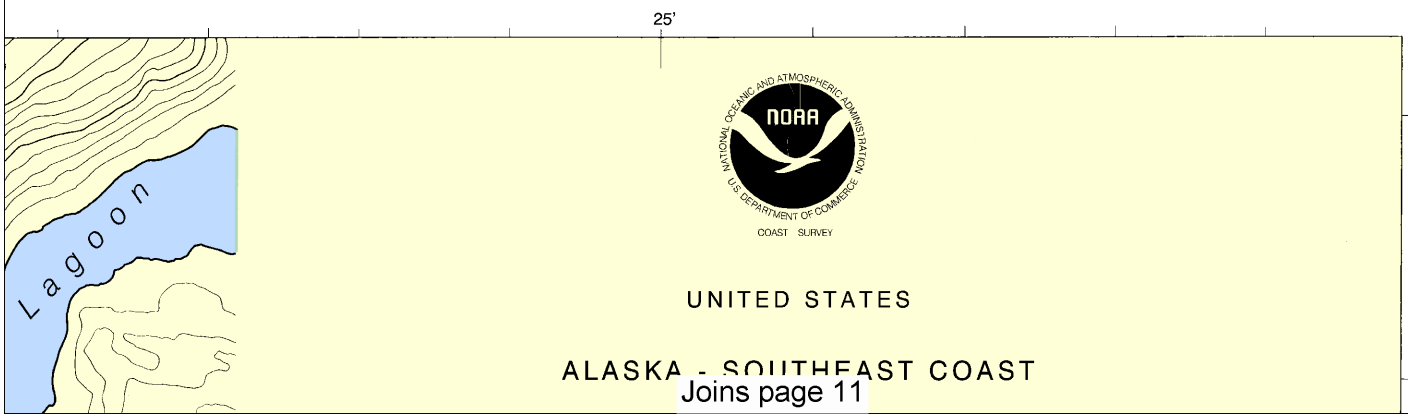
See Note on page 5.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17431





Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Joins page 4

SOURCE DIAGRAM

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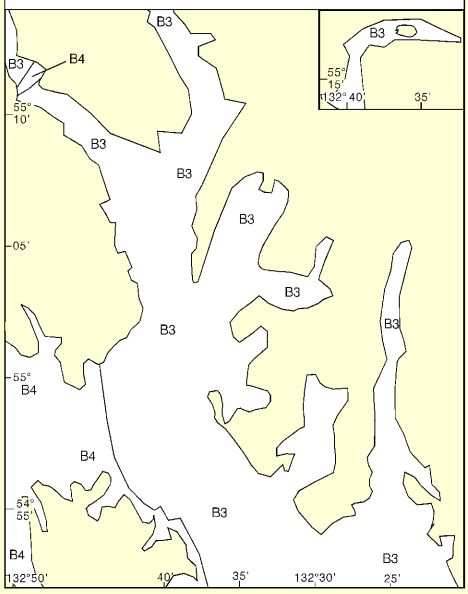
SOURCE			
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



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C can	LT HO lighthouse	Or orange	St M statute miles
DIA diaphone	M nautical mile	Q quick	VQ very quick
E Int equal interval (iso)	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

Bottom characteristics:

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bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

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(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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BLANKET ISLAND

Round Pt

Flat I

S U K K W A N I

MAGNETIC

VAR 22°45'E (2004)

ANNUAL DECREASE 11'

Joins page 12

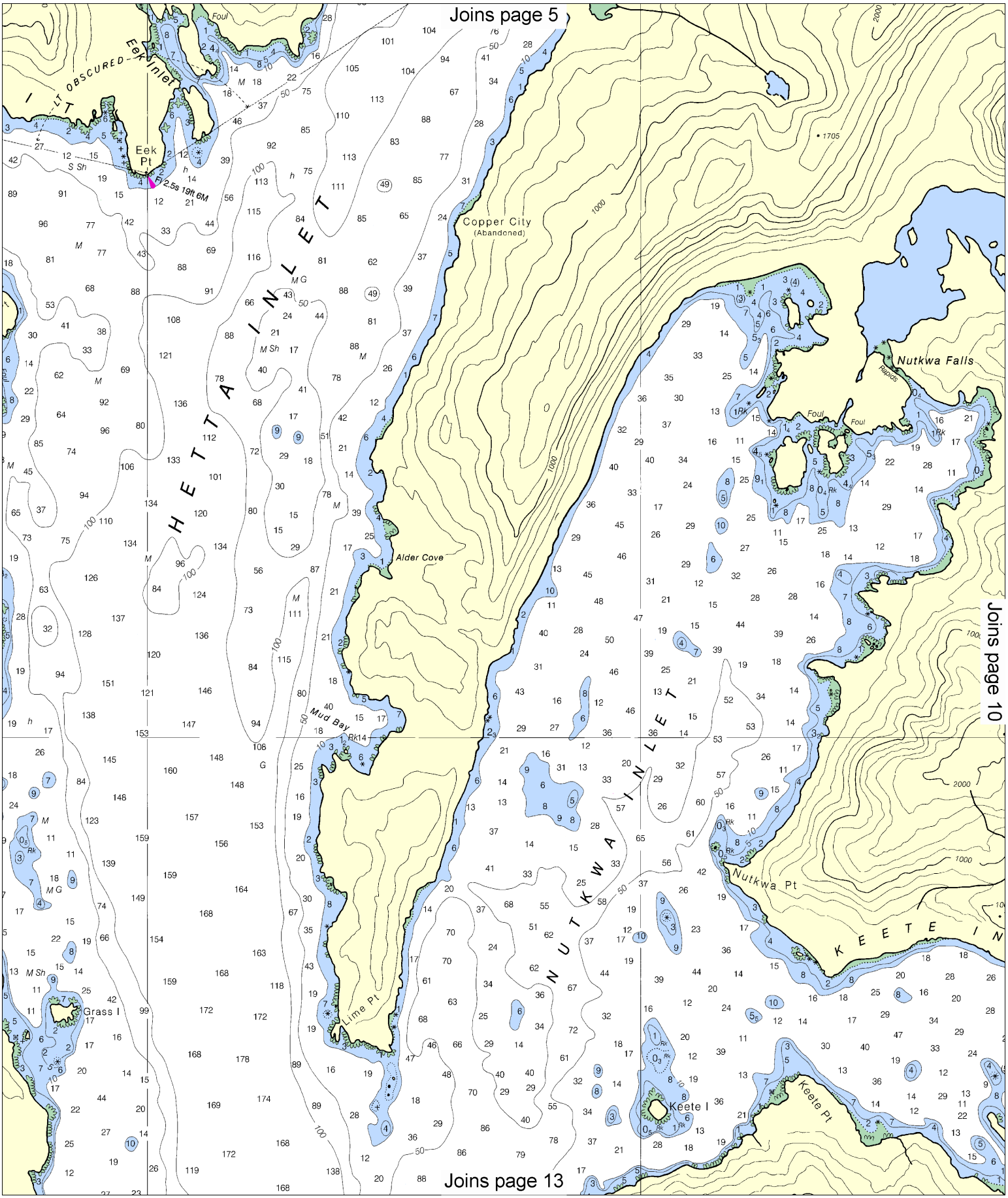
Note: Chart grid lines are aligned with true north.

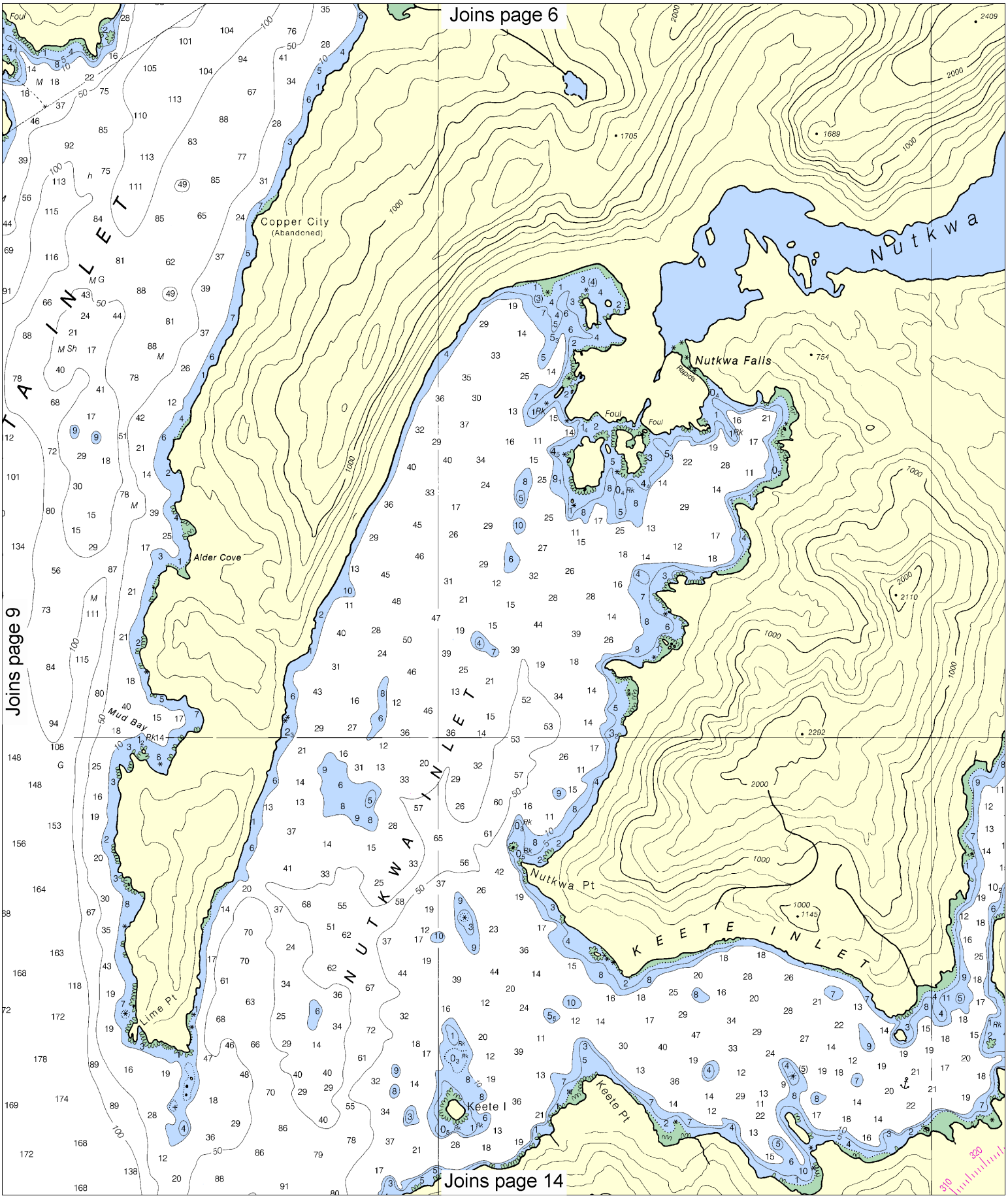
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Eek Inlet
LT OBSCURED
Eek Pt
Fl 2.5s 19ft 6M
S Sh
Foul
HETTA INLET
Copper City
(Abandoned)
Alder Cove
Mud Bay
Rk
Lime Pt
Grass I
M Sh
M G
NUTKWA INLET
Nutkwa Falls
Rapids
Foul
Nutkwa Pt
KEETE IN
Keete I
Keete Pt
1705
1000
2000
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

UNITED STATES

ALASKA - SOUTHEAST COAST

NORTH END OF CORDOVA BAY AND HETTA INLET

Mercator Projection
Scale 1:40,000 at Lat. 55°03'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

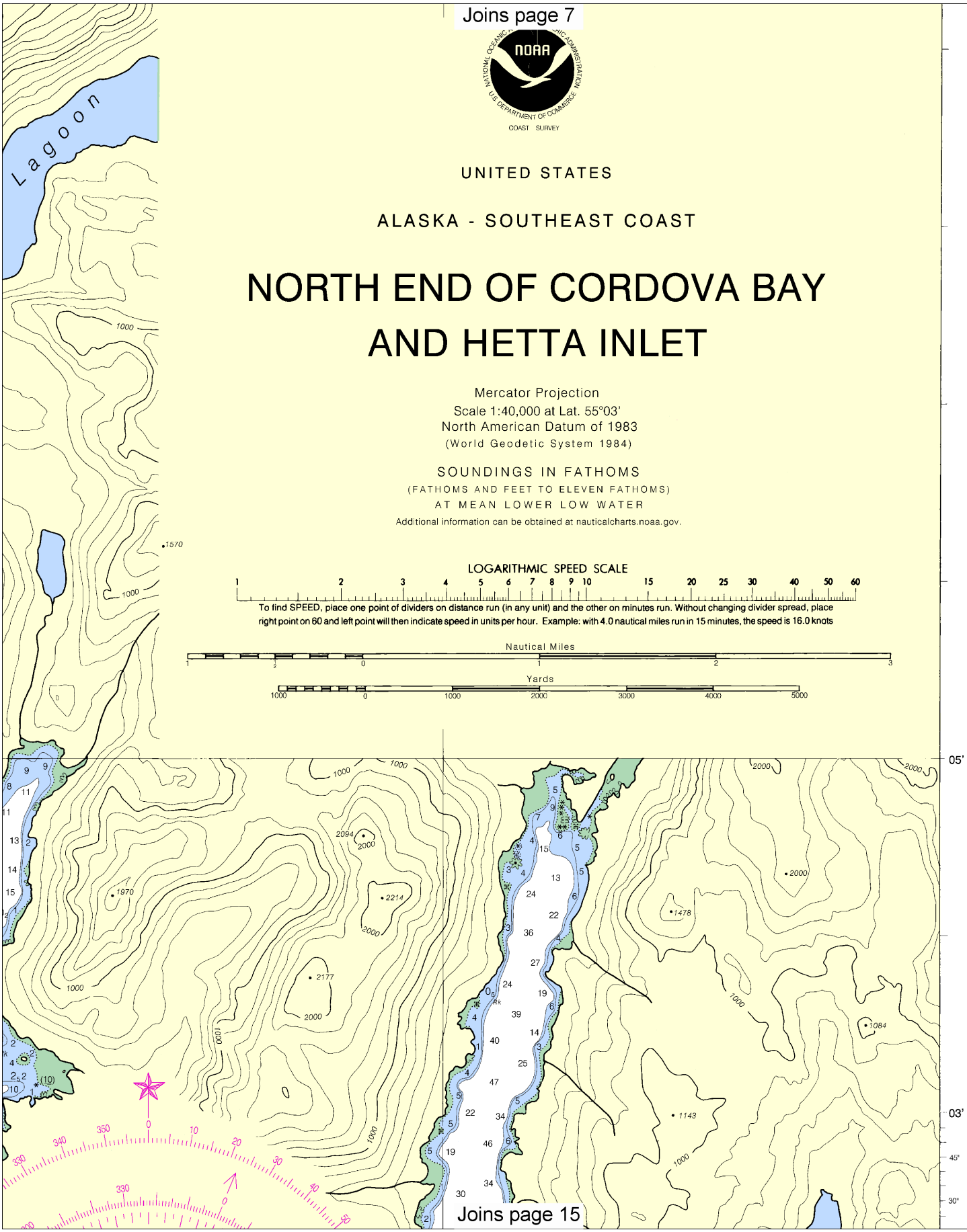
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

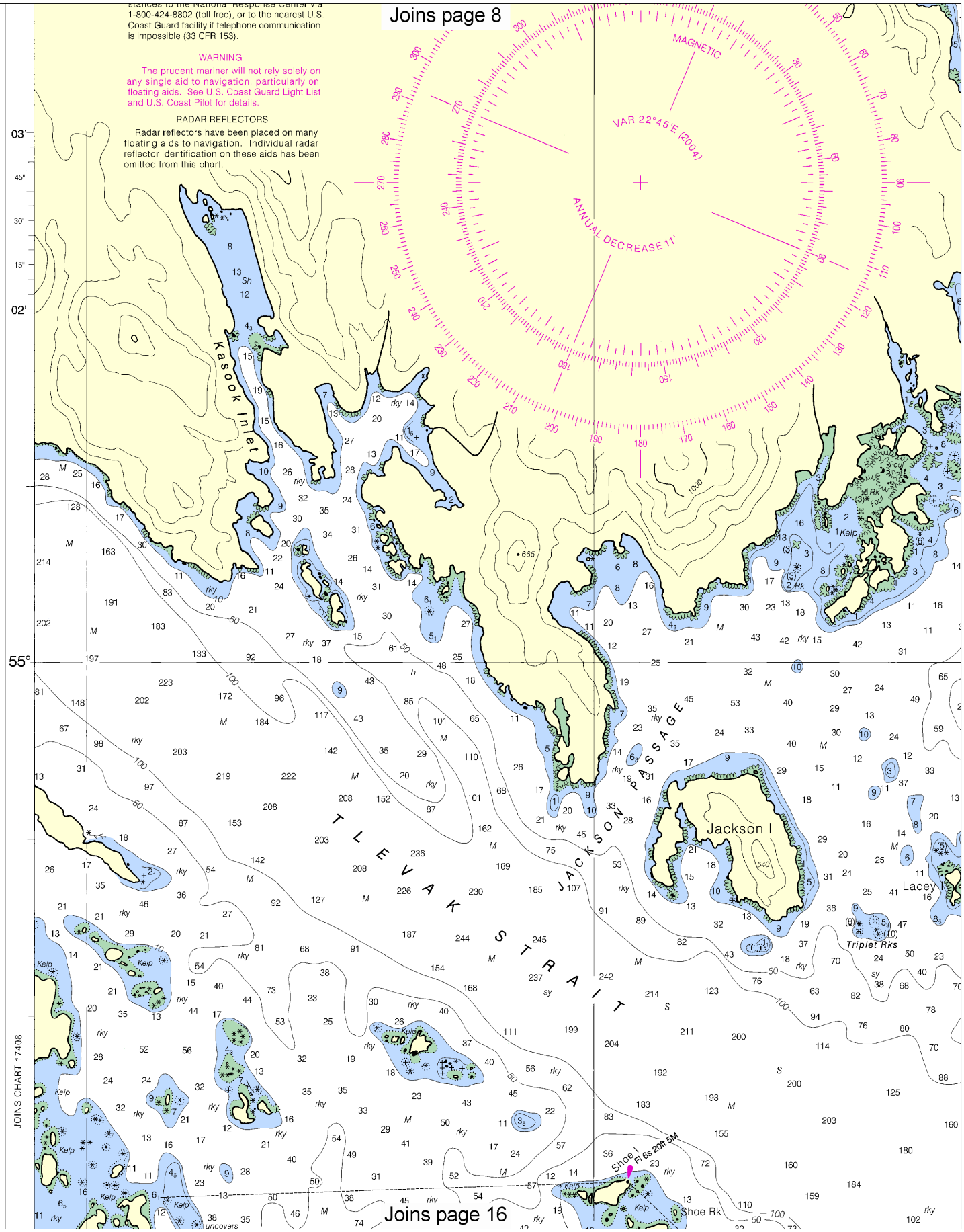
Nautical Miles

1 2 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000





12

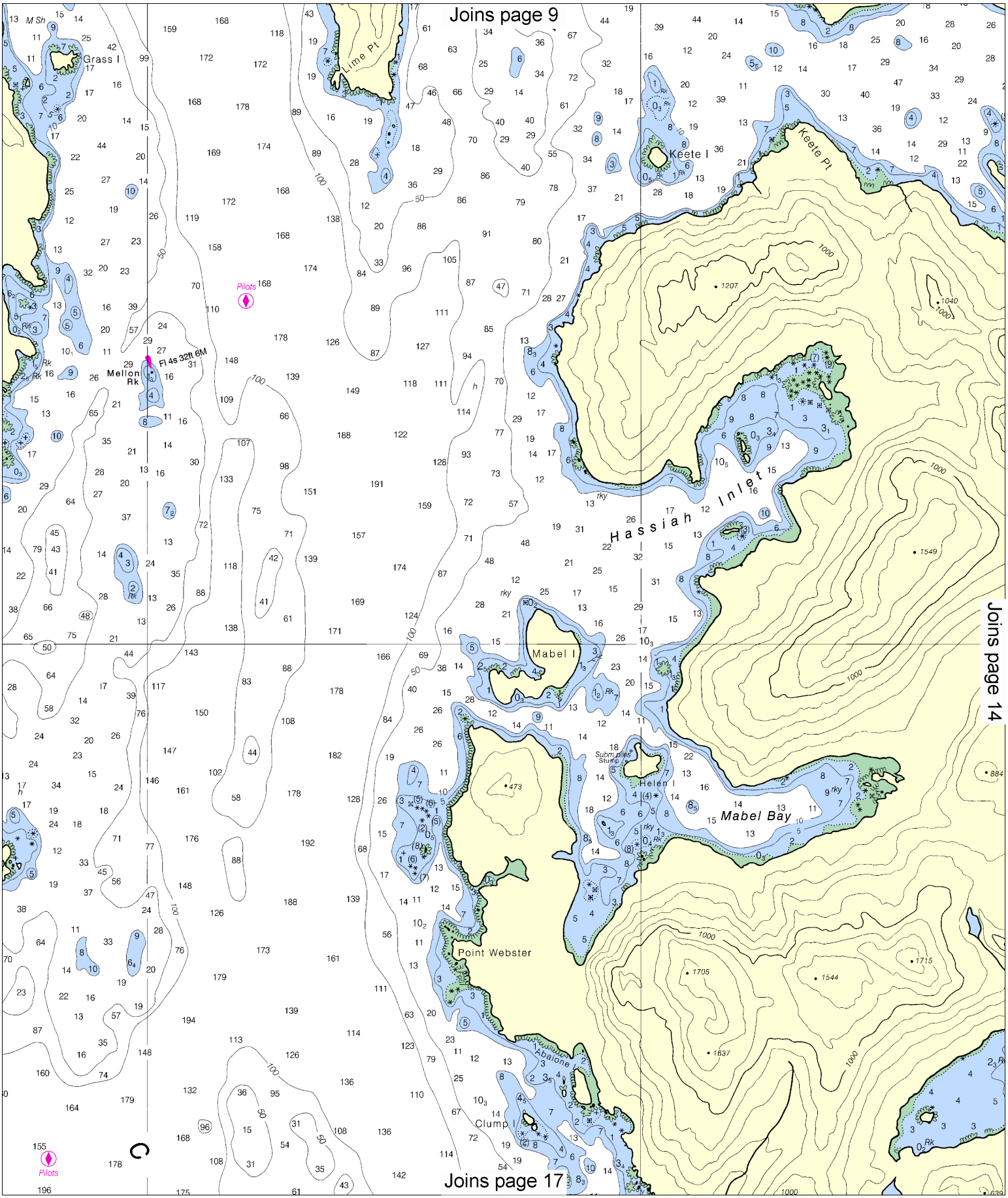
Note: Chart grid lines are aligned with true north.

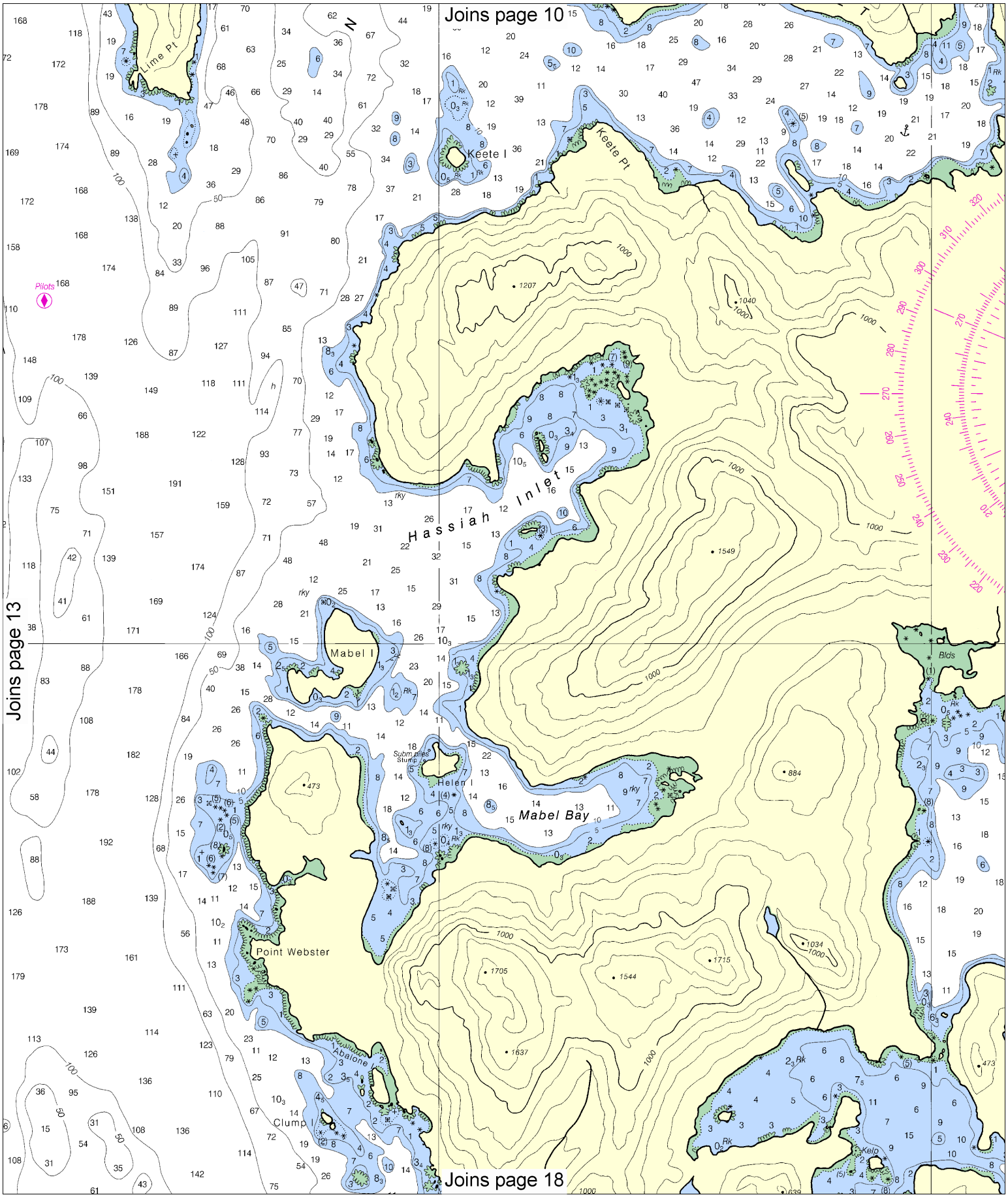
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 9
Grass I
Lime Pt
Keete I
Keete Pt
Pilots
Fl 4s 32ft 6M
Mellon Rk
Hassiah Inlet
Mabel I
Helen I
Mabel Bay
Point Webster
Abalone
Clump I
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

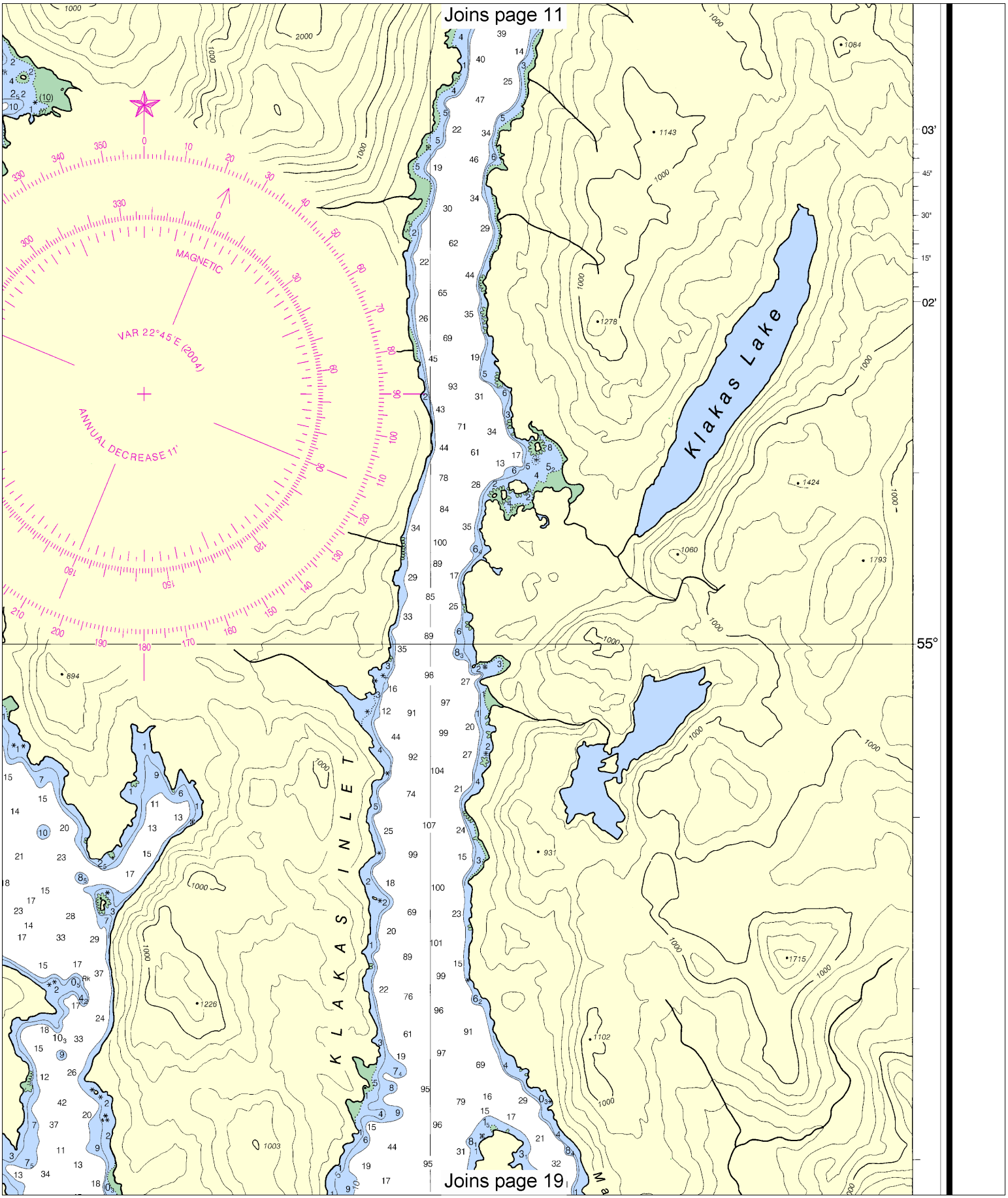
Nautical Miles

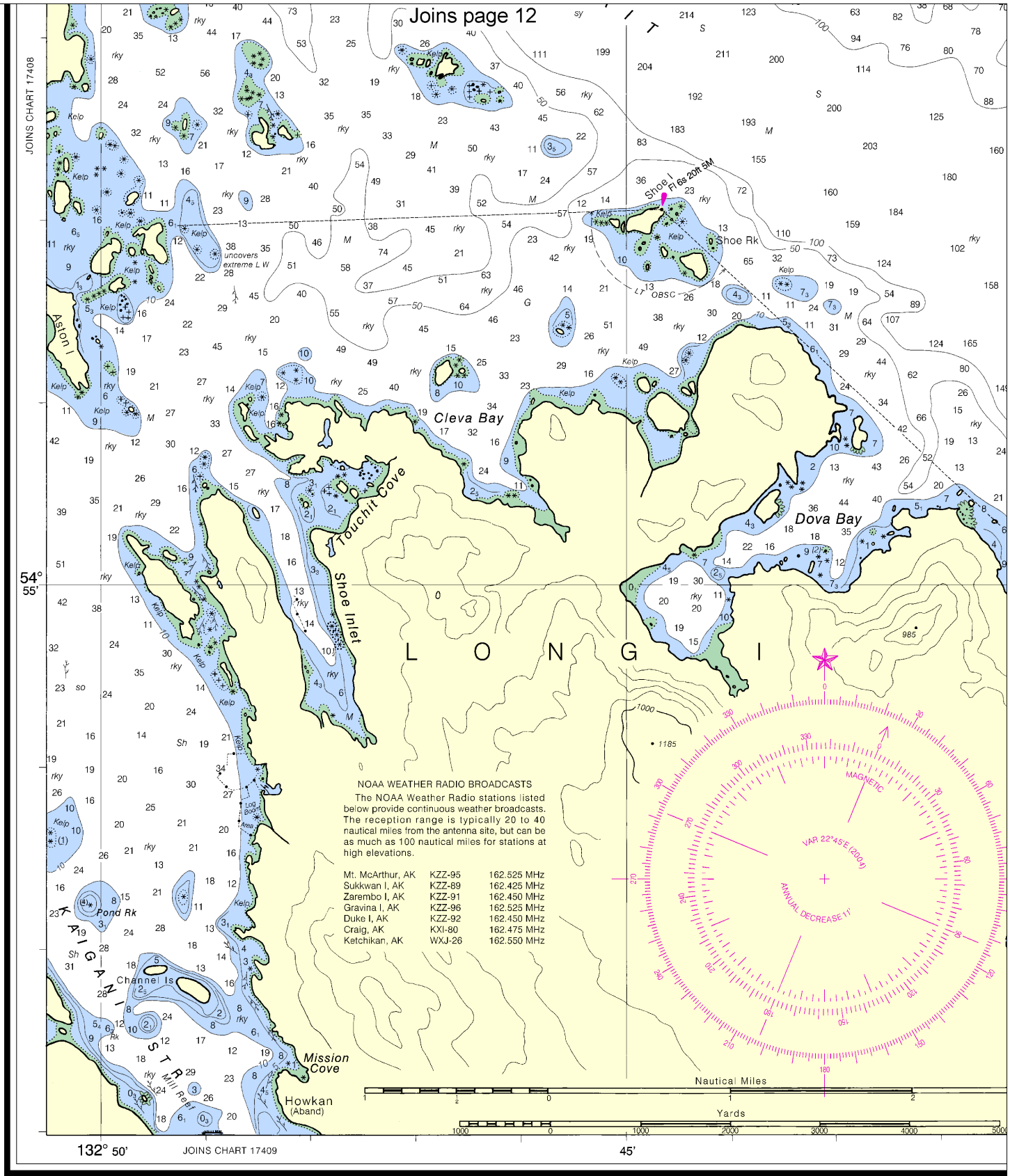
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
MAGNETIC
VAR 22°45'E (2004)
ANNUAL DECREASE 11'
Klakas Lake
KLAKAS INLET
03'
02'
55°
Joins page 19



11th Ed., Mar. / 04 ■ Corrected through NM Mar. 20/04
Corrected through LNM Mar. 2/04

17431

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOU

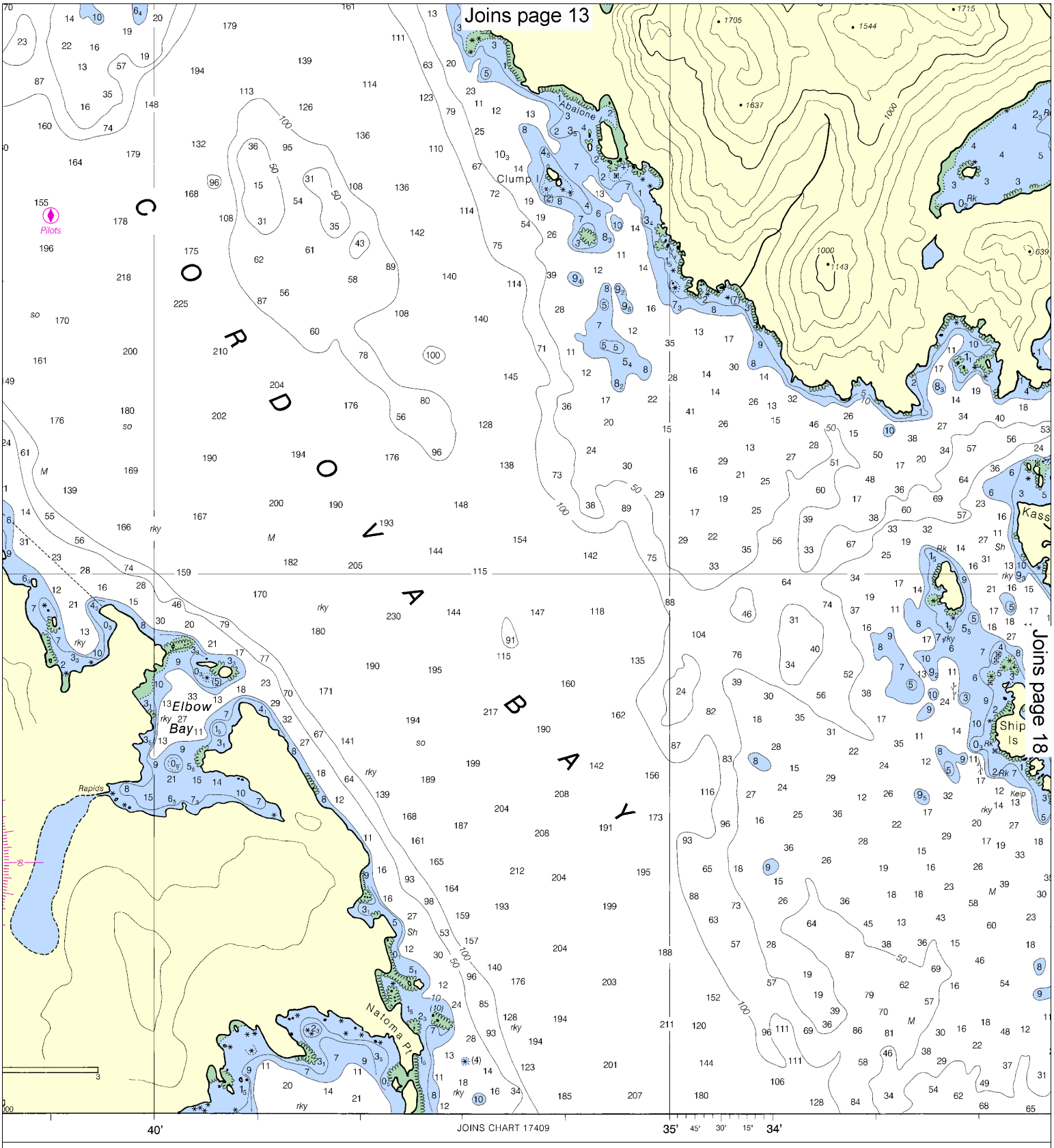
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

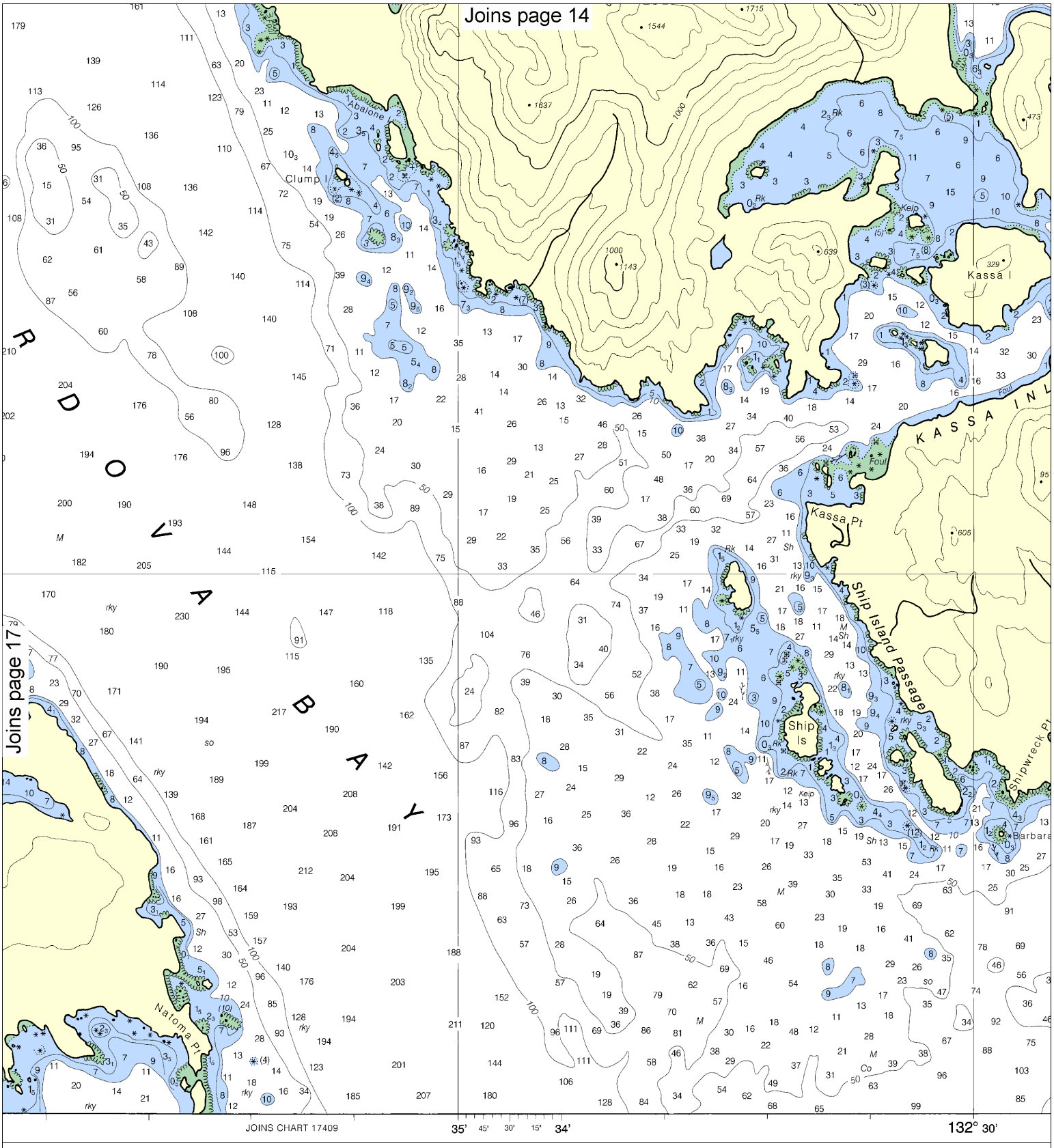
See Note on page 5.



UNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



ATHOMS

(ATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

FATHOMS
FEET
METERS

18

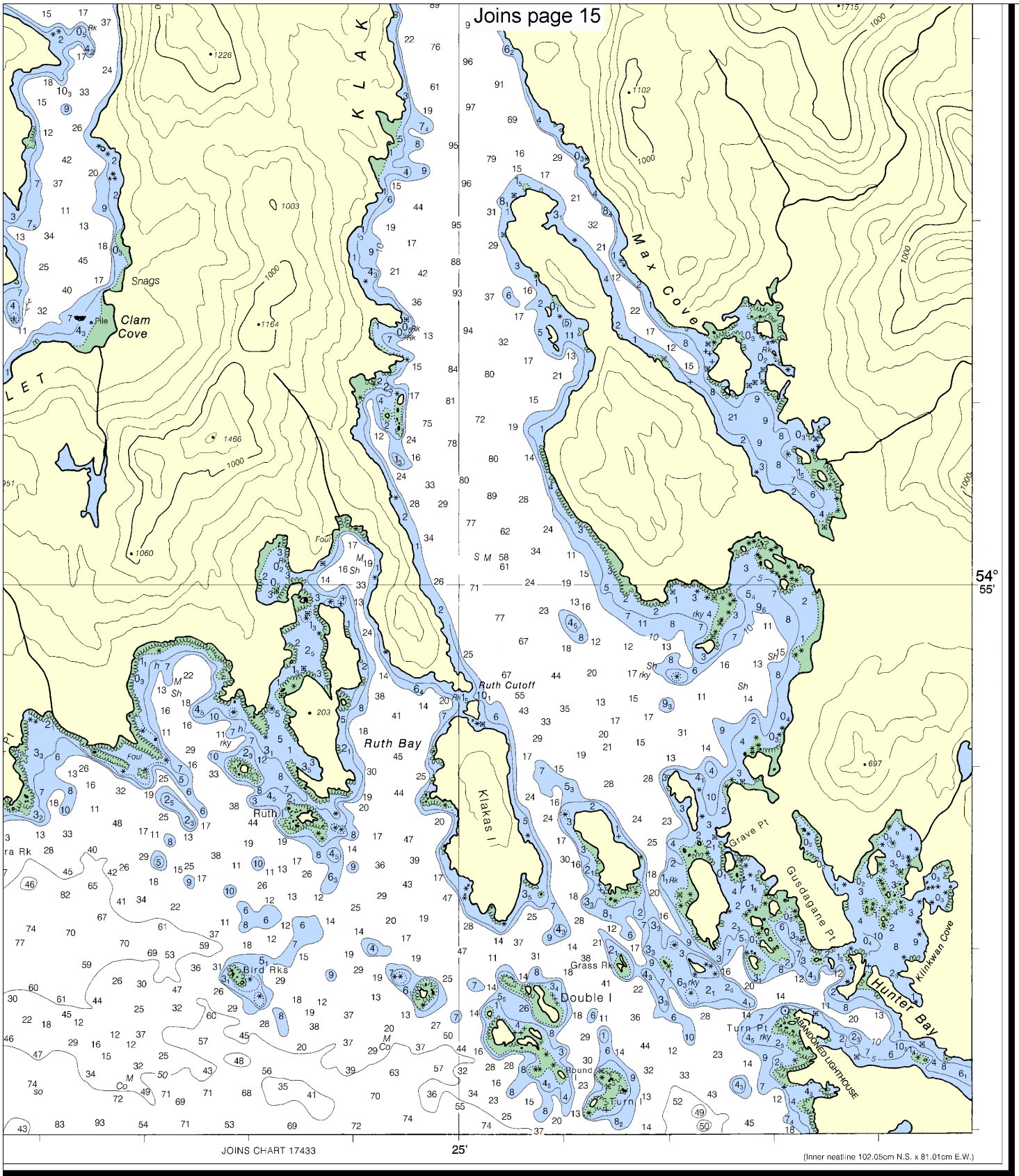
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



North End Of Cordova Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17431

ED NO 11

NSN 7642014011460

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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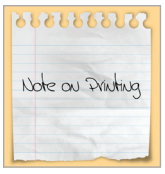

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